

# Developing a Flexible Comprehensive Plan Framework for the Study Area

Route 28 Station – South Study  
Working Group Meeting  
April 25, 2011

# What We've Heard

- **Looking for flexibility in allocation of density**
  - In realizing TOD
  - Significant redevelopment vs infill development

# Plan Framework Objectives

- **Accommodate a degree of flexibility while acknowledging unknowns re: location and timing of infill development and redevelopment**
- **Set performance measures to meet planning objectives for specific land areas**
  - General TOD objectives
  - Geography-specific objectives

# Plan Framework Approach

- **Establish a General Plan with a Vision**
  - Use Northern Area Vision as basis
- **Establish FAR ranges for TOD development**
  - Not just FAR maximum
  - Set FAR minimum to encourage desired shift toward more urban character/form
- **Develop land use mix that encourages residential use**

# Plan Framework Approach

- **Establish Initial Development Level at 120% of GMU 2030 Intermediate Forecast**
- **Rezoning would require concurrent Plan amendment**
  - Amendment would look at current context of development within specified geography
  - Amendment would “associate” a certain amount of development to specific parcel(s)

# Framework Benefits

- **Allows assessment of mix of uses and balance of uses over time**
- **Allows incremental look at public facilities to ensure needs can be met**
- **Encourages periodic review and adjustment to reflect development experience**

# Northern Area Vision

- **Improve Connectivity** The northern area should be a high quality walkable community with amenities to serve residents and employees. Improve east-west connectivity by creating a “main street” with ground-level retail and pedestrian-friendly features to connect existing and planned developments from Arrowbrook on the east to Dulles Corner on the west and attract visitors to this transit station area.
- **Plan for a Balanced Mix of Uses** Plan for a balanced mix of uses to reduce traffic and other impacts and create a viable/healthy community. Mixed uses should be incorporated both vertically and horizontally into developments. Greenfield sites should be planned to encourage a better balance of land uses in the transit station area. Residential uses near the station are needed to support more retail amenities.
- **Encourage Development to be Integrated with Metro Station Facilities** Encourage well-designed mixed use development at the metro station that is integrated with the planned metro station facilities and allows for easy pedestrian and bicycle access to the station from all directions.
- **Recognize Area as a Gateway** Recognize that the area is an attractive international business location due to proximity and convenient access to Dulles International Airport.
- **Capitalize on Airport View** Capitalize on great views of Dulles International Airport from this area.
- **Achieve Pedestrian and Bicycle Access across the Dulles Toll Road** Achieve unrestricted pedestrian and bicycle access connecting planned development on the north and south sides of the Toll Road.
- **Oppose Planned Vehicular Bridge Location across the Dulles Toll Road** The retention of the vehicular bridge reflected in the current Comprehensive Plan as the same is inconsistent with the stated objectives for connectivity and integration of uses within the study and station areas.
- **Create Development Incentives/Implementation** Create incentives to encourage redevelopment and infill development of areas identified for connectivity improvements. Since most existing buildings are unlikely to be torn down during this planning horizon, encourage development in existing parking areas.
- **Encourage Creative Approaches to get Public Facilities/Amenities** School programs and learning centers, parks and other facilities should be incorporated into mixed use developments utilizing public/private partnerships and other creative approaches.
- **Consolidate and Coordinate Development** Encourage parcel consolidation or coordinated development plans to achieve a well designed, connected and viable transit station area.
- **Protect viability of Tax Districts** Protect Route 28 and Phase II tax districts by ensuring that the conversion of planned commercial uses to residential uses does not undermine the districts' viability.

# Southern Area Vision

The Southern Area is defined as the portion of the Route 28 Station – South Study Area located to the south of the Merrybrook Run Stream Valley and the Village Center at Dulles shopping center located to the east of Centreville Road.

- **Recommend Minimal Change to Land Use Recommendations** Minimal change is anticipated for the existing land uses in the southern area, with the exception of the undeveloped Pomeroy property located immediately north of Frying Pan Road and bisected by Sunrise Valley Drive.
- **Improve Pomeroy Property Land Use Recommendations** Consider options to encourage development of this land area, while ensuring compatible transitions to adjacent residential uses.
- **Increase Connectivity throughout the Entire Study Area via an Internal Shuttle** Provide incentives for landowners to collaborate on an internal circulator that may supplement shuttle service to be provided as part of the Phase 2 Tax District agreement. A shuttle service would encourage use of the Route 28 Metro Station.
- **Maintain the Village Center at Dulles Shopping Center** The shopping center provides an important service to the community, with a good mix of retail options and good pedestrian connections to the surrounding area, and should be retained in the Comprehensive Plan.



